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OSA 2598-68

14 August 1968

MEMORANDUM FOR THE RECORD

SUBJECT: Trip Report - DD/SA Visit to Los Angeles 30-31 July 1968

1. On 30 July 1968 [redacted] Parangosky visited Lockheed Aircraft Corporation for the purpose of meeting with Kelly Johnson to introduce him to the "induced drag program" of VRC. Kelly agreed to keep an open mind on the subject and cooperate in determining its possible value, if any, to the U-2. Kelly believes, as we do, that the next wind tunnel series (in a larger wind tunnel) should produce more definitive results than the first series of tests. Kelly wondered if "tunnel" effects could have contributed to some of the favorable results encountered in the small-scale wind tunnel tests. The second VRC series of tests (at Ames) should provide answers to this question. Kelly reminded us that the U-2 wing is an efficient one. He therefore would be surprised if significant improvements could be obtained by use of spanwise diffusers. He also suggested that diffusers, themselves, may be "draggy". Kelly may elect to do some wind tunnel tests of his own at LAC's Rye Canyon facility. We told Kelly that [redacted] would visit Lockheed soon to review in depth the VRC program and results (for the benefit of Kelly's performance people, such as [redacted] to enable LAC to better understand the induced drag program).

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2. On 30 July Mr. Parangosky met with [redacted] McDonnell Aircraft Company, St. Louis, and [redacted] (McDonnell-Douglas Aerospace, Huntington Beach, Calif.) to receive comments from the latter on the ISINGLASS program. [redacted] when he was in the Air Force, compiled the AFSC paper on ISINGLASS prior to his retirement a few years ago. Salient comments made by [redacted] about the AFSC paper (one copy only delivered to Dr. McMillan, Under Secretary of the Air Force) and related matters:

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NRO review(s) completed.

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a. If one needed an ISINGLASS recce type capability in a relatively short time (four or five years) technology is sufficiently along (in hand) to enable the development of an ISINGLASS (more readily for example than a SCRAMJET) and with confidence. The key technical reservation, subject to solution, flagged by the report pertained to the question of uniform window cooling to solve the gradient problem.

b. A piloted ISINGLASS was accepted without question.

c. Dr. McMillan and Dr. Flax were impressed with the AFSC findings. Further Dr. McMillan felt that money should be spent to pursue high temperature technology though not necessarily ISINGLASS since a requirement for the ISINGLASS system had not been officially surfaced. Later, during a Dr. Flax/AFSC review, Dr. Flax was willing to spend modest sums of money [redacted] toward development of ISINGLASS technology since it had generic appeal to collateral applications. [redacted] was surprised to learn that we (CIA/OSA) never were funded by NRO to do the foregoing since he believed that Dr. Flax was ready to provide funds to us. 25X1 NRO 25X1

d. [redacted] as one McDonnell employee to another advised [redacted] to continue pushing ISINGLASS wherever possible in Washington, i.e., with the Agency or the Pentagon. He feels strongly that "all eggs are in the satellite basket" and that other options should be available. 25X1 25X1

3. On the afternoon of 31 July, [redacted] and I visited Hycon Co. (B-camera manufacturer) a subsidiary of McDonnell-Douglas, for a courtesy call. We met [redacted] and toured the facilities. The Hycon management took the opportunity to bemoan the fact that the Itek optical bar camera eventually will supplant the B camera in the U-2 program. I was reminded that B camera lens developments still make the camera a cheap and attractive alternative, particularly in the event the optical bar camera does not measure up to expectations. 25X1 25X1 25X1 25X1

[redacted]

JOHN PARANGOSKY
DD/SA

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